IN THE CLAIMS

Please amend the claims as follows:

Claim 1 (Currently Amended): A vehicle motion control method for executing steering control or drive power control for the vehicle based on steering characteristic of the vehicle obtained based on the behavior amount of the vehicle which occurs around an axis in the vertical direction with respect to the vehicle body, comprising:

behavior amount acquiring step of acquiring the behavior amount of said vehicle;

differentiation step of obtaining a behavior amount differentiated value by differentiating said behavior amount; and

steering characteristic determination step of determining said vehicle steering characteristic based on said behavior amount differentiated value,

wherein said steering characteristic determination step contains over-steer characteristic determination step in which even if said behavior amount falls under the under-steer characteristic, if it exceeds a predetermined under-steer determination value in the vicinity of neutral steer determination value while said behavior amount differentiated value is positive, it is determined that the steering characteristic is over-steer; and under-steer characteristic determination step in which even if said behavior amount falls under the over-steer characteristic, if it is below a predetermined over-steer determination value in the vicinity of neutral steer determination value while said behavior amount differentiated value is negative, it is determined that the steering characteristic is under-steer.

Claim 2 (Original): The vehicle motion control method according to claim 1 wherein said behavior amount is a difference in angle between the front wheel slip angle of a front wheel of said vehicle and the rear wheel slip angle of a rear wheel of said vehicle.

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Claim 3 (Cancelled).

Claim 4 (Currently Amended): A ~~The~~ vehicle motion control method ~~according to~~

~~claim 2~~ for executing steering control or drive power control for the vehicle based on steering

characteristic of the vehicle obtained based on the behavior amount of the vehicle which

occurs around an axis in the vertical direction with respect to the vehicle body, comprising:

behavior amount acquiring step of acquiring the behavior amount of said vehicle;

differentiation step of obtaining a behavior amount differentiated value by

differentiating said behavior amount; and

steering characteristic determination step of determining said vehicle steering

characteristic based on said behavior amount differentiated value, wherein said behavior

amount is a difference in angle between the front wheel slip angle of a front wheel of said

vehicle and the rear wheel slip angle of a rear wheel of said vehicle, and

wherein said steering characteristic determination step contains over-steer

characteristic determination step in which even if said behavior amount falls under the under-

steer characteristic, if it exceeds a predetermined under-steer determination value in the

vicinity of neutral steer determination value while said behavior amount differentiated value

is positive, it is determined that the steering characteristic is over-steer; and under-steer

characteristic determination step in which even if said behavior amount falls under the over-

steer characteristic, if it is below a predetermined over-steer determination value in the

vicinity of neutral steer determination value while said behavior amount differentiated value

is negative, it is determined that the steering characteristic is under-steer.

Claim 5 (Currently Amended): The vehicle motion control method according to

claim ~~any one of claims~~ 1 further comprising:

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object control amount arithmetic operation step of computing an object control

amount which is an object value for the steering control or drive power control of said

vehicle;

proportional control amount arithmetic operation step of computing a proportional

control amount based on a difference between said behavior amount and said object control

amount; and

proportional control amount zero setting step for, when said proportional control

amount acts on control which intensifies the over-steer when the over-steer of said vehicle is

suppressed, setting the proportional control amount to substantially zero.

Claim 6 (Currently Amended): The vehicle motion control method according to

claim ~~any one of claims~~ 2 further comprising:

object control amount arithmetic operation step of computing an object control

amount which is an object value for the steering control or drive power control of said

vehicle;

proportional control amount arithmetic operation step of computing a proportional

control amount based on a difference between said behavior amount and said object control

amount; and

proportional control amount zero setting step for, when said proportional control

amount acts on control which intensifies the over-steer when the over-steer of said vehicle is

suppressed, setting the proportional control amount to substantially zero.

Claim 7 (Cancelled).

Claim 8 (Currently Amended): The vehicle motion control method according to claim ~~any one of claims~~ 1 wherein said steering control is carried out by transmission ratio changing control step for controlling the transmission ratio changing means which is located in the midway of steering transmission system connecting the steering wheel to the steered vehicle wheel for changing the transmission ratio by driving an electric motor.

Claim 9 (Currently Amended): The vehicle motion control method according to claim ~~any one of claims~~ 2 wherein said steering control is carried out by transmission ratio changing control step for controlling the transmission ratio changing means which is located in the midway of steering transmission system connecting the steering wheel to the steered vehicle wheel for changing the transmission ratio by driving an electric motor.

Claim 10 (Cancelled).

Claim 11 (Currently Amended): The vehicle motion control method according to claim ~~any one of claims~~ 4 wherein said steering control is carried out by transmission ratio changing control step for controlling the transmission ratio changing means which is located in the midway of steering transmission system connecting the steering wheel to the steered vehicle wheel for changing the transmission ratio by driving an electric motor.

Claim 12 (Currently Amended): A vehicle motion control apparatus for executing steering control or drive power control for the vehicle based on steering characteristic of the vehicle obtained based on the behavior amount of the vehicle which occurs around an axis in the vertical direction with respect to the vehicle body, comprising:

behavior amount acquiring means for acquiring the behavior amount of said vehicle;

differentiation means for obtaining a behavior amount differentiated value by differentiating said behavior amount; and

steering characteristic determination means for determining said vehicle steering characteristic based on said behavior amount differentiated value,

wherein said steering characteristic determination means includes over-steer characteristic determination means in which even if said behavior amount exceeds a predetermined under-steer determination value while said behavior amount differentiated value is positive, it is determined that the steering characteristic is over-steer; and under-steer characteristic determination means in which even if said behavior amount is below a predetermined over-steer determination value while said behavior amount differentiated value is negative, it is determined that the steering characteristic is under-steer.

Claim 13 (Currently Amended): The vehicle motion control apparatus according to claim [[6]] 12 wherein said behavior amount is a difference in angle between the front wheel slip angle of a front wheel of said vehicle and the rear wheel slip angle of a rear wheel of said vehicle.

Claim 14 (Cancelled).

Claim 15 (Currently Amended): The A vehicle motion control apparatus according to claim 7 for executing steering control or drive power control for the vehicle based on steering characteristic of the vehicle obtained based on the behavior amount of the vehicle which occurs around an axis in the vertical direction with respect to the vehicle body, comprising:

behavior amount acquiring means for acquiring the behavior amount of said vehicle;

differentiation means for obtaining a behavior amount differentiated value by differentiating said behavior amount; and

steering characteristic determination means for determining said vehicle steering characteristic based on said behavior amount differentiated value, wherein said behavior amount is a difference in angle between the front wheel slip angle of a front wheel of said vehicle and the rear wheel slip angle of a rear wheel of said vehicle,

wherein said steering characteristic determination means includes over-steer characteristic determination means in which even if said behavior amount exceeds a predetermined under-steer determination value while said behavior amount differentiated value is positive, it is determined that the steering characteristic is over-steer; and under-steer characteristic determination means in which even if said behavior amount is below a predetermined over-steer determination value while said behavior amount differentiated value is negative, it is determined that the steering characteristic is under-steer.

Claim 16 (Currently Amended): The vehicle motion control method according to ~~any one of claims 6~~ claim 12 further comprising:

object control amount arithmetic operation means for computing an object control amount which is an object value for the steering control or drive power control of said vehicle;

proportional control amount arithmetic operation means for computing a proportional control amount based on a difference between said behavior amount and said object control amount; and

proportional control amount zero setting means for, when said proportional control amount acts on control which intensifies the over-steer when the over-steer of said vehicle is suppressed, setting the proportional control amount to substantially zero.

Claim 17 (Currently Amended): The vehicle motion control method according to ~~any one of claims 7~~ claim 13 further comprising:

object control amount arithmetic operation means for computing an object control amount which is an object value for the steering control or drive power control of said vehicle;

proportional control amount arithmetic operation means for computing a proportional control amount based on a difference between said behavior amount and said object control amount; and

proportional control amount zero setting means for, when said proportional control amount acts on control which intensifies the over-steer when the over-steer of said vehicle is suppressed, setting the proportional control amount to substantially zero.

Claim 18 (Cancelled).

Claim 19 (Currently Amended): The vehicle motion control apparatus according to ~~any one of claims 6~~ claim 12 wherein said steering control is carried out by transmission ratio changing control means for controlling the transmission ratio changing means which is located in the midway of steering transmission system connecting the steering wheel to the steered vehicle wheel for changing the transmission ratio by driving an electric motor.

Claim 20 (Currently Amended): The vehicle motion control apparatus according to ~~any one of claims 7~~ claim 13 wherein said steering control is carried out by transmission ratio changing control means for controlling the transmission ratio changing means which is

located in the midway of steering transmission system connecting the steering wheel to the

steered vehicle wheel for changing the transmission ratio by driving an electric motor.

Claim 21 (Cancelled).

Claim 22 (Currently Amended): The vehicle motion control apparatus according to

~~any one of claims 9~~ claim 15 wherein said steering control is carried out by transmission ratio

changing control means for controlling the transmission ratio changing means which is

located in the midway of steering transmission system connecting the steering wheel to the

steered vehicle wheel for changing the transmission ratio by driving an electric motor.